

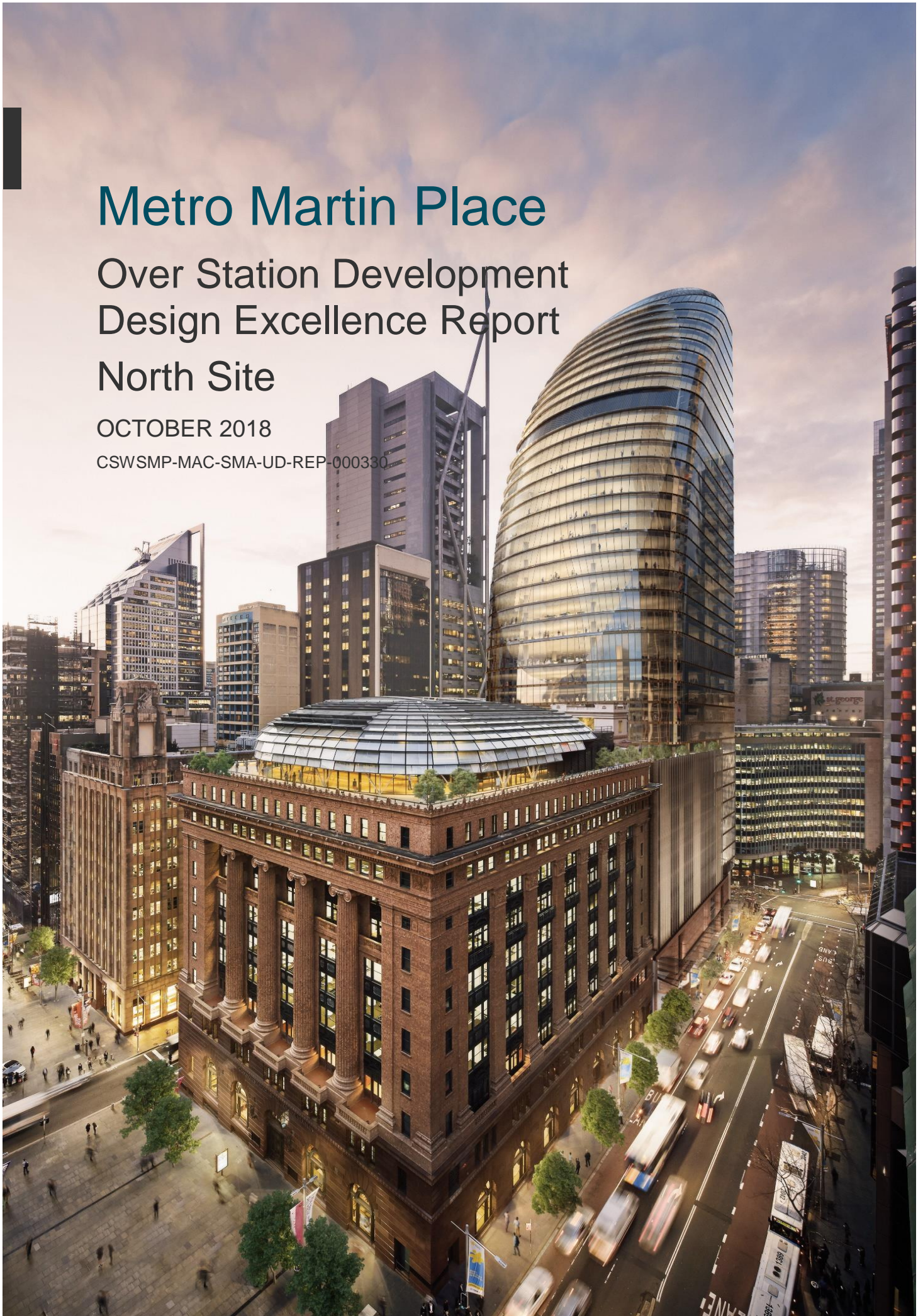
Metro Martin Place

Over Station Development Design Excellence Report

North Site

OCTOBER 2018

CSWSMP-MAC-SMA-UD-REP-000330



Purpose of this document

The purpose of this document is to support the development application for a State Significant Development in the Martin Place Metro Station Precinct for the North Site. The document has been prepared to specifically satisfy the Secretary's Environmental Assessment Requirements which require the Environmental Impact Statement (prepared in support of the development application) to demonstrate that the detailed building design exhibits design excellence consistent with the advice of the design review panel (DRP), providing the DRP minutes and the Applicant's response to the DRP advice.

This document will be publicly exhibited as part of the development application.

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1. Introduction

1.1. Project overview

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning (Minister) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) on behalf of Macquarie Corporate Holdings Pty Limited (Macquarie), who is seeking to create a world class transport and employment precinct at Martin Place, Sydney.

The SSD DA seeks approval for the detailed design and construction of the North Site Over Station Development (OSD), located above and integrated with the Martin Place Metro Station (part of the NSW Government's approved Sydney Metro project). The northern entrance to Martin Place Metro Station will front Hunter Street, Elizabeth Street and Castlereagh Street, with the North Site OSD situated above.

This application follows the approval granted by the Minister for a Concept Proposal (otherwise known as a Stage 1 DA) for two OSD commercial towers above the northern and southern entrances of Martin Place Metro Station (SSD 17_8351). The approved Concept Proposal establishes building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines with which the detailed design (otherwise known as a Stage 2 DA) must be consistent.

This application does not seek approval for elements of the Martin Place Station Precinct which relate to Stage 2 of the Sydney Metro infrastructure project, which is subject to a separate Critical State Significant Infrastructure (CSSI) approval (as amended). These include:

- Demolition and excavation of buildings on the North Site (and South Site);
- Construction of rail infrastructure, including station platforms and concourses;
- Ground level public domain works; and
- Station related elements in the podium of the North Site building.

However, this application does seek approval for OSD areas in the approved Martin Place Station Structure, above and below ground level, which are classified as SSD as they relate principally to the OSD. These components are within the Metro CSSI approved station envelope that will contain some OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure. The Demarcation Drawings submitted with the Environmental Impact Statement prepared by Ethos Urban (Dated August 2018) for the North Site identifies those components for which consent is sought under the SSD DA and those that have already been approved under the CSSI approval.

This report has been prepared to summarise Macquarie's response to action items raised to date by the Sydney Metro Martin Place Over Station Development Design Review Panel (here in referred to as the Martin Place OSD DRP). Macquarie anticipates additional action items will be raised in ongoing DRPs which Macquarie will seek to resolve as soon as possible post being made aware of the action items.

1.2. Context

The New South Wales (NSW) Government is implementing Future Transport 2056, a plan to transform and modernise Sydney's transport network so that it can grow with the city's population and meet the needs of customers in the future. Future Transport 2056 is an update of NSW's Long Term Transport Master Plan and is a suite of strategies and plans for transport developed in concert with the Greater Sydney Commission's Sydney Region Plan, Infrastructure NSW's State Infrastructure Strategy, and the Department of Planning and Environment's regional plans, to provide an integrated vision for NSW.

Sydney Metro is a new standalone rail network identified in Future Transport 2056. The Sydney Metro network consists of Sydney Metro Northwest (Stage 1) and Sydney Metro City & Southwest (Stage 2).

Stage 2 entails the construction and operation of a new Metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and onto Bankstown through the conversion of the existing line to Metro standards. The project also involves the delivery of seven (7) new Metro stations, including Martin Place.

This step-change piece of public transport infrastructure once complete will have the capacity for 30 trains an hour (one every two minutes) through the CBD in each direction catering for an extra 100,000 customers per hour across the Sydney CBD Metro.

On 9 January 2017 the Minister approved the Stage 2 (Chatswood to Sydenham) Metro application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure (CSSI) project (reference SSI 15_7400). Work is well underway under this approval, including demolition of buildings at Martin Place.

The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act (one application is being sought for the North Site – this application – and one for the South Site via a separate application).

1.3. Site Description

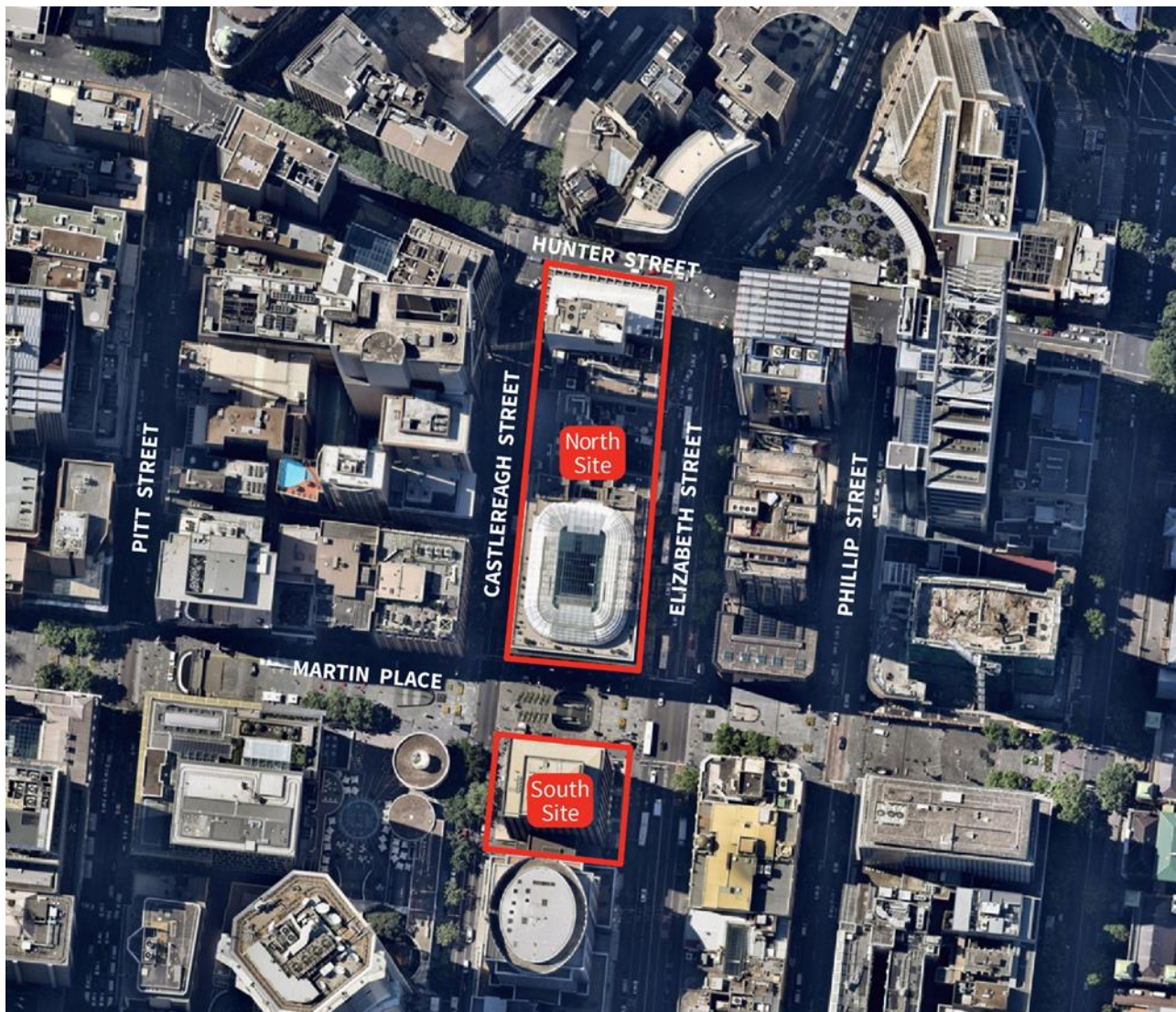
The Sydney Metro Martin Place Station Precinct (the Precinct) project relates to the following properties (refer to Figure 1):

- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 – 49 Martin Place (South Site); and
- Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

This application relates only to the North Site, which refers to the city block bounded by Hunter Street, Castlereagh Street, Elizabeth Street, and Martin Place (refer to Figure 2).

The South Site (39 – 49 Martin Place) is the subject of a separate Stage 2 SSD DA.

Figure 1 – Aerial Photo of the North and South Site of the Martin Place Metro Station Precinct



1.4. Background

Sydney Metro Stage 2 Approval (SSI 15_7400)

On 9 January 2017, the Minister approved Stage 2 of the Sydney Metro project, involving the construction and operation of a Metro rail line between Chatswood and Sydenham, including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven Metro stations (including a station at Martin Place), and associated ancillary infrastructure. The project approves the demolition of existing buildings at Martin Place, excavation and construction of the new station (above and below ground) along with construction of below and above ground structural and other components of the future OSD, although the fit-out and use of such areas are the subject of separate development approval processes.

Modification 3 to the Sydney Metro consent, approved 22 March 2018, enabled the inclusion of Macquarie-owned land at 50 Martin Place and 9-19 Elizabeth Street within the Martin Place Station footprint, and other associated changes.

Concept Proposal (SSD 17_8351)

On 22 March 2018, the Minister for Planning approved a Concept Development Application (DA) for a State Significant Development pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The Concept DA (otherwise known as a Stage 1 DA) relates to the Martin Place Metro Station Precinct ('the Precinct') and approved the concept for two Over Station Development (OSD) commercial towers

above the northern (North Site) and southern (South Site) entrances of Martin Place Metro Station. The Concept Proposal approved building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines.

Specifically, the Concept Proposal encompassed:

- Building envelopes for OSD towers on the North Site and South Site comprising:
 - 40+ storey building on the North Site;
 - 28+ storey building on the South Site; and
 - Concept details to integrate the North Site with the existing and retained 50 Martin Place building (the former Government Savings Bank of NSW);
- Predominantly commercial land uses on both sites, comprising office, business and retail premises;
- A maximum total GFA of 125,437m² across both sites;
- Consolidated Design Guidelines to guide the built form and design of the future development;
- A framework for achieving design excellence;
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development; and
- Conceptual OSD areas in the approved Martin Place Metro Station structure, above and below ground level.

Under the Stage 1 DA, a DRP was required to be convened by Macquarie, prior to the lodgement of a DA, to review and advise on the detailed building design to ensure the achievement of design excellence. The five (5) person DRP met over the course of May, June, July and August 2018 to review and provide feedback on Macquarie's emerging designs for the North Site and South Site.

Planning Proposal (PP_2017_SYDNE_007_00) - Amendment to Sydney LEP 2012

The Planning Proposal (PP_2017_SYDNE_007_00) sought to amend the development standards applying to the Sydney Metro Martin Place Station Precinct through the inclusion of a site-specific provision in the Sydney LEP 2012. This site-specific provision reduced the portion of the **South Site** that was subject to a 55 metre height limit from 25 metres from the boundary to Martin Place, to 8 metres, and applies the Hyde Park North Sun Access Plane to the remainder of the South Site, forming the height limit of the tower. It also permitted a revised FSR of 22:1 on the South Site and 18.5:1 on the North Site. These amendments were gazetted within Sydney LEP 2012 and reflect the new planning controls applying to the precinct.

1.5. Overview of Proposed Development

The subject application seeks approval for the detailed design, construction and operation of the North Site OSD commercial tower. The proposal has been designed as a fully integrated Station and OSD project that intends to be built and delivered as one development, in-time for the opening of the Sydney Metro line in 2024. This application seeks consent for the following:

- The design, construction and operation of a new 39 storey (plus rooftop plant) commercial OSD tower consistent with the approved building envelope for the North Site established under the Concept Proposal, including office space and retail tenancies;
- Physical connections between the OSD podium and the existing 50 Martin Place building, to enable the use of the North Site as one integrated building;
- Vehicle loading, bicycle parking areas and end of trip facilities within the basement levels for both the North Site and the South Site buildings;
- Works relating to the provision of services, management of drainage and flooding, and the mitigation of construction noise and vibration;
- Provision of rooftop building identification signage zones;
- The detailed design and delivery of 'interface areas' within the approved Station envelope that contain OSD-exclusive elements, bicycle parking, end of trip facilities, office entries, office space, retail areas, and plant not associated with the rail infrastructure.

1.6. Planning Approvals Strategy

The State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD) identifies development which is declared to be State Significant. Under Schedule 1 and Clause 19(2) of SEPP SRD, development within a railway corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million and involves commercial premises is declared to be State Significant Development (SSD) for the purposes of the EP&A Act.

The proposed development (involving commercial development that is both located within a rail corridor and associated with rail infrastructure) is therefore SSD.

Pursuant to Section 4.22 of the EP&A Act a Concept DA may be made setting out concept proposals for the development of a site (including setting out detailed proposals for the first stage of development), and for which detailed proposals for the site are to be the subject of subsequent DAs. This SSD DA represents a detailed proposal and follows the approval of a Concept Proposal on the site under Section 4.22 of the EP&A Act.

Submitted separately to this SSD DA is a detailed proposal/SSD DA for the South Site (Stage 2 South Site DA), together with an amending DA to the Concept Proposal (Stage 1 Amending DA) that has the effect of aligning the approved South Site building envelope with the new planning controls established for the South Site (achieved through the site specific amendment to the Sydney LEP 2012).

1.7. Purpose of this Report

The Department of Planning and Environment has issued Macquarie with Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) for the proposed development of the North Site and the South Site. This report has been prepared having regard to the SEARs and specifically the requirement to:

demonstrate that the detailed building design exhibits design excellence consistent with the advice of the design review panel (DRP), providing the DRP minutes and the Applicant's response to the DRP advice.

This Design Excellence Report accordingly outlines the process undertaken to date, feedback received from the DRP and Macquarie's consideration and outcomes as a response to that feedback.

This Report is structured as follows:

- Section 1.0 – Introduction
- Section 2.0 – DRP meetings and feedback
- Section 3.0 – Design resolution and outcomes
- Section 4.0 – Next steps and timing

The North Site EIS prepared by Ethos Urban (dated August 2018) addresses the remainder of the design excellence related SEARs.

2. Stage 1 SSD DA Design Excellence

2.1. Achieving Design Excellence

Condition A14 of the Stage 1 SSD DA provides:

A Design Review Panel (DRP) shall be established by the Applicant prior to lodgement of the first Future Development Application. Prior to the establishment of the DRP the Applicant shall prepare, in consultation with the Government Architect NSW, and submit the following for the Secretary's approval:

- a) *a detailed terms of reference for the DRP clearly outlining:*
 - i. *the role of the DRP to review and advise on the detailed building design to ensure the achievement of design excellence, having regard to the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines, as endorsed by the Secretary, and independent urban design advice commissioned by the Department*
 - ii. *that the DRP will review and provide advice prior to lodgement of the stage 2 development application, and be retained during the assessment and post approval stages*
 - iii. *the relationship between the DRP and the Sydney Metro DRP*
 - iv. *governance arrangements, including meeting frequency, secretariat functions, dispute resolution and deliverables*
 - v. *arrangements for the critical review of the project at key milestones to ensure architectural and design integrity and respect for the urban amenity and character.*
- b) *The DRP membership, being:*
 - i. *chaired by the Government Architect NSW (or delegate)*
 - ii. *consistent with the guidelines for establishing a competition jury, as set out in the Director General's Design Excellence Guidelines*
 - iii. *agreed with the Government Architect NSW.*

2.2. Key dates and Milestones

The key dates and milestones since the Stage 1 SSD DA approval relating to the establishment of the DRP are set out below.

- 6 April 2018 – Metro Martin Place Station Precinct Stage 1 SSD Consolidated Design Guidelines approved by Department of Planning and Environment Secretary pursuant to condition A13 of the Stage 1 SSD DA.
- 19 April 2018 – Terms of Reference for the Sydney Metro Martin Place Over Station Development (Martin Place OSD DRP) approved by Department of Planning and Environment Secretary pursuant to condition A14 of the Stage 1 SSD DA. The approved Terms of Reference are provided at Appendix 1.
- Late April 2018 – Martin Place OSD DRP members selected and appointed.

2.3. Martin Place Design Review Panel

In accordance with the approved Terms of Reference, the Martin Place OSD DRP consists of:

- Peter Poulet, Government Architect or his delegate (Chair);
- Yvonne von Hartel, peckvonhartel (as nominee of Macquarie);
- Bob Nation, GHD (as nominee of Macquarie);
- John Choi, CHROFI (as nominee of the consent authority); and
- Graham Jahn, City of Sydney Council representative.

The approved Terms of Reference provide that in the event that the NSW Government Architect is unavailable, Yvonne von Hartel will assume the Chair's responsibilities.

The office of the Government Architect NSW provides Secretariat services to the Martin Place OSD DRP.

2.4. Scope, Role and Responsibilities of the Martin Place OSD DRP

The approved Terms of Reference establish the scope, role and responsibilities of the Martin Place OSD DRP.

Scope of the Martin Place OSD DRP

The Martin Place OSD DRP is responsible for reviewing and advising on the SSD elements of the project, as defined within the Stage 1 SSD Consent and any subsequent modifications.

Role and objectives of the Martin Place OSD DRP

The role of the Martin Place OSD DRP is to review and advise on the detailed building design of the Martin Place OSD.

The objectives of the Martin Place OSD DRP are:

- To assist in the achievement of design excellence, having regard to the matters set out in Section 3.1 of the approved Terms of Reference.
- Support the achievement of the Sydney Metro program objectives (as relevant to the design of the OSD).
- To provide independent design advice on the Martin Place OSD whilst acknowledging the design of the station and OSD is well advanced, and the station and OSD are being designed and delivered as in integrated project in one line.
- In providing recommendations and advice to acknowledge the OSD design is well advanced and respect previous guidance provided by the Sydney Metro DRP.
- To advise on the detailed design of the buildings the subject of the future Development Applications required under Condition A3 and A4 of the Stage 1 SSD Consent and any proposed modifications of the Stage 1 Consent.

2.5. Relationship with Sydney Metro DRP

Transport NSW is responsible for delivering the Sydney Metro program and has secured an approval for its construction, under the Sydney Metro CSSI consent (SSI 15_7400). Pursuant to the provisions of the CSSI approval, Sydney Metro has established a Sydney Metro program-wide Design Review Panel (Sydney Metro DRP) to provide advice on the design aspects of the Sydney Metro project.

The Sydney Metro DRP is distinct from the Martin Place OSD DRP and is responsible for providing independent advice to Transport NSW for all station elements at Martin Place. However, in recognition of the need to facilitate the design and delivery of a highly integrated station and OSD solution, some members of the Sydney Metro DRP are also members of the Martin Place OSD DRP. In addition, to optimise integration continuity of advice and the flow of information between the projects, the approved Terms of Reference identified that meetings of the Martin Place OSD DRP will meet concurrently with the Sydney Metro DRP.

Advice provided by the Martin Place OSD DRP on Metro related issues and Sydney Metro DRP advice on OSD related issues has been considered throughout the process but not necessarily adopted given the governance arrangements differ across the two projects.

2.6. Design Review Panel Meetings

The DRP met six (6) times prior to Macquarie lodging its Stage 2 DA for the North Site as set out below. Meeting dates marked with an asterisk (*), denote those meetings during which the Sydney Metro DRP met concurrently.

- 1 May 2018 – Martin Place OSD DRP Meeting #1.
- 15 May 2018 – Martin Place OSD DRP Meeting #2*.
- 5 June 2018 – Martin Place OSD DRP Meeting #3*.
- 18 June 2018 – Martin Place OSD DRP Meeting #4.
- 3 July 2018 – Martin Place OSD DRP Meeting #5*.
- 7 August 2018 – Martin Place OSD Meeting #6*

Copies of the full presentations and all supporting material presented by Macquarie at each DRP is provided at Appendices 2 – 6.

Following each meeting, the Secretariat issued Macquarie with a summary of advice and recommendations arising from the meeting.

3. DRP Meetings and Feedback

This section summarises the material presented at each meeting and provides a summary of the Martin Place OSD DRP's advice and recommendations. The six advices received to date by Macquarie is provided at Appendix 2 (in chronological order).

Post receiving the minutes from the DRP Macquarie actively engaged with the design team and external consultants to prepare reports/advice to address/resolve the matters raised and workshopped potential solutions to test whether these solutions responded to the advice and recommendations of the DRP. This was then presented to the relevant stakeholders for consideration and consensus decision which best addressed stakeholders requirements and DRP advice and recommendation. Detailed presentation material was provided by the design team for presentation to the DRP(s).

3.1. Martin Place OSD DRP #1 – 1 May 2018

Purpose

Being the first meeting of the newly convened OSD DRP, Macquarie and the design team provided a detailed briefing to the DRP on the terms of the Stage 1 SSD DA, including:

The approved DRP Terms of Reference;

- Stage 1 SSDA conditions of approval;
- Extent of approved building envelopes;
- Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines; and
- Advice received to date from the Sydney Metro DRP and open items.

The meeting also included a site walk around of the Martin Place Metro Station precinct.

North Tower

The design approach for the North Tower was presented by JPW, relying on diagrams, images and a fly-through to explain the form and mass of the tower and podium elements, height datum lines, and the through site connection. The proposed integrated podium design responded to advice provided by the Sydney Metro DRP in the very early stages of the project.

Ground Plane and Station Design

The ground plane and station design is subject to the CSSI approval and the remit of the Sydney Metro DRP. Nonetheless, Grimshaw provided an update on the station design and explained the highly integrated nature of the station and OSD elements to the Martin Place OSD DRP for context. An overview of the ground plane and public domain was also presented.

Summary of Martin Place OSD DRP Advice and Recommendations

The DRP indicated its support for:

- a distinctive tower and podium;
- the design team's proposed response to the established street wall and interconnection with 50 Martin Place;
- tower to ground at the northern end of the site on Hunter Street; and
- use of consistent architectural language of curved elements on the podium and tower forms.

Open items identified by the DRP included:

- modulation of the overall form and expression, and particularly the geometry of the Tower's curves;
- distance from, and relationship to, 50 Martin Place and specifically relationship to the dome and the heritage facade;
- shadowing impacts to Martin Place;

- geometry and form of the lens (referred to as an 'oculus' in the meeting notes) on the Tower's southern façade;
- opportunities to improve the articulation and expression of the podium and the Hunter Street entrance (columns, glass lines, louvres, awnings, materials);
- the form, function, character and operation of the through site connection.

The DRP's full advice and recommendations is provided at Appendix 2 for reference.

3.2. Martin Place OSD DRP #2 – 15 May 2018

Purpose

North Tower

JPW's presentation on the North Tower focused on three open items – junction to 50 Martin Place, tower to ground and the through site connection.

To respond to the DRP's comments regarding the North Tower's relationship to 50 Martin Place, JPW introduced a recessed shadow line at the junction with 50 Martin Place as an extension of the existing recess on the northern ends of the Castlereagh Street and Elizabeth Street facades for the DRP's consideration.

JPW reiterated that the Tower's initially proposed southern zero setback and sophisticated curved geometry is determined by the Tower's stepped core. Diagrams were presented to demonstrate that an increased southern setback would not be seen from the street, be discernible from elevated or distant views. There was also no resultant improvement in the overshadowing of Martin Place.

The DRP's tower to ground commentary was addressed by JPW changing the gradation of fins and façade set-back using a 600mm deep expression at the southern end and a 50mm blade at the northern end. The cut back in the façade dividing the tower from the podium at Level 10 (not Level 5 as suggested in the DRP notes) was also presented in more detail. Full colour render animations were used to illustrate the design refinements and the overall composition of the stone podium (base), painted columns extending from south to north and expressed along Hunter Street and the glass tower façade.

JPW clarified that the lens/oculus had been deliberately designed to capture the quality of light from the Tower's southern orientation and accordingly a higher Visible Light Transmittance (VLT) factor was proposed than the rest of the Tower's glass façade.

The animations and illustrations were further developed to illustrate the evolving podium design. This included a revised podium design that further consolidated the Metro exhaust outlets into neatly stacked sections of the podium façade. This reconfiguration necessitated the reconfiguration of plant rooms on Levels 5 & 6 of the North Tower. The design team also provided more detail illustrating both the design intent and the extent of the awnings at the ground level.

Ground Plane

The preliminary shadow and wind studies were presented including the methodology that had been employed to determine the shadows cast by the approved building envelopes for the North Tower on Martin Place. The animation demonstrated a material improvement to the solar access, due to the curved form of the tower. The wind study results presented to the DRP demonstrates the proposed building form would achieve similar or better wind conditions for pedestrians standing at street level.

Grimshaw presented detailed plans illustrating the proposed Hunter Street station entry design developed to comply with Transport for NSW's (TfNSW) functional requirements. Grimshaw explained that:

- further widening and / or regrading of Hunter Street would not overcome the DRP's concerns regarding access for the mobility impaired;
- the Metro entrance hall benefitting from generous proportions and provides the public with a DDA compliant route between 4am and 2am, 7 days a week – this is the most effective way to improve the public amenity along Hunter Street; and
- Metro pedestrian movements will be directed to the corners of Elizabeth Street and Castlereagh Street to minimise the impact of increased pedestrian activity.

Summary of Martin Place OSD DRP Advice and Recommendations

The DRP indicated its support for the North Tower design team's proposed response to the established street wall and 50 Martin Place through a podium and tower form that mediates a tower to ground form at the northern end of the site and an articulated podium aligning with 50 Martin Place.

Open items identified by the DRP in relation to the North Tower (in addition to those raised following DRP #1) included:

- scale and visual space between the North Tower and 50 Martin Place, particularly in relation to heritage fabric;
- further development of the form and expression at the Castlereagh Street and Elizabeth Street corners;
- greater emphasis of the vertical expression of the tower;
- intent and detail of the discontinuous cutback on Level 10;
- further exploration of architectural expression resulting from passive solar solutions;
- the intended character and operation of the through site connection and emphasis for increased levels of public accessibility, connectivity and way finding both horizontally and vertically.

The DRP's full advice and recommendations is provided at Appendix 2 for reference.

3.3. Martin Place OSD DRP #3 – 5 June 2018

Purpose

North Tower

JPW's presentation focused on three primary elements:

- form and mass and specifically the junction with 50 Martin Place;
- the proposed glass facade including the design principles, sun shading devices, environmental principles and reflectivity; and
- the through site connection, including a revised concept for a more public, open and connected space.

JPW reiterated its design principles and rationale for the North Tower's setbacks, drawing on the axial forms and compliance with the approved Stage 1 SSD DA building envelope. JPW posited that the relationship to the dome on 50 Martin Place was appropriate.

A detailed presentation on the proposed façade treatments that identified the different façade 'eco systems' to the north, east, south and west and factors affecting potential solutions (views, abundance of light, and solar glare). For each 'eco system' JPW outlined the proposed façade treatments and materials and presented precedent images. JPW also provided a brief synopsis of potential façade reflectivity solutions drawn from national and international benchmarks, for the purposes of testing the DRP's appetite for a reflectivity solution that might exceed 20%.

Ground Plane

An update on the wind and sun studies was presented. The wind study results indicated that existing wind conditions would improve under a future developed state. The sun study results demonstrated the North Tower would achieve 13% more direct solar access to Martin Place on April 14 between 12pm and 2pm when compared to the approved building envelope.

An overview of the approved pedestrian modelling analysis was also presented.

Summary of Martin Place OSD DRP Advice and Recommendations

The DRP indicated its support for:

- revisions to the through site connection to increase levels of public accessibility, connectivity and circulation;
- design improvements to Hunter Street; and
- updated wind study results and confirmed that the item was considered resolved.

Open items identified by the DRP in relation to the North Tower (in addition to those raised following DRP #1 and DRP #2) included:

- extent of shadowing to Martin Place;
- need for a clear visual distinction/separation between the North Tower and 50 Martin Place;
- greater setback of the tower from the lift overruns above 50 Martin Place, particularly on the western side;
- further demonstration of effectiveness and impact of reflective glazing, including use of shading elements continuity between the tower and podium facades, preference for reflectivity to be less than 20%, and a request for an independent review of the reflectivity report prepared by JPW to support the proposed façade treatments;
- extent of glazing and enclosure to the Hunter Street entry.

The DRP's full advice and recommendations is provided at Appendix 2 for reference.

3.4. Martin Place OSD DRP #4 – 18 June 2018

Purpose

JPW sought to utilise DRP #4 to revisit and address every remaining open item at that point in time.

North Tower

JPW's presentation comprised four overarching themes and response to each of the DRP's open items as follows:

1. *Form and mass*

Greater vertical expression of the tower through stronger use of glass at the Hunter Street elevation, reduction in the use of fins on the podium, removal of the discontinuous cut back at Level 10 and rationalisation of the podium façade treatment including location and number of vents and louvres,

The form and expression at the Castlereagh Street and Elizabeth Street corners was considered through a study exploring alternative column arrangements and expressions.

2. *Architectural expression*

Clearer visual distinction/separation between existing and proposed podium elements through the introduction of a splayed setback of the tower from the lift overruns above 50 Martin Place ranging from 2.5 – 8 metres.

Clarification of the shade elements proposed on the southern façade and provision of images that demonstrated continuity between the tower and podium façade expression.

Confirmation that JPW was committed to achieving a maximum 20% but sought the DRP's support to explore greater reflectivity if design merit could be demonstrated.

Provision of detailed images illustrating the proposed louvre treatment for the tower.

3. *Street level*

A detailed set of drawings and illustrations were presented identifying Reduced Levels (RLs) and level changes across Hunter Street from Elizabeth Street to Castlereagh Street. JPW introduced the potential for a mid-stair to bring pedestrians from Hunter Street into the site at mid-block and also proposed a plinth (or similar design feature) that would be required at the Hunter Street/Elizabeth Street corner to overcome the level changes.

Stills from JPW's 3D model were used to step through the proposed podium architecture and relationship to the street, including proposed location of retail/activation, materials and finishes, awnings and canopies, vent and louvre locations, fire doors, and the through site connection's entries.

4. Through site connection:

Reiteration of the through site connection's legibility, accessibility, public character and operation through a series of sections that clearly demonstrated the vertical and horizontal circulation to / from through site connection and Hunter Street as well as within and between levels.

Presentation of the constraints pertaining to the Castlereagh Street access including the requirement to maintain access to existing Ausgrid substation located on the site and the level changes from east to west.

Ground Plane

Grimshaw presented a suite of drawings that clearly demarcated the Metro station, tower and through site connections across the Precinct. The drawings also identified pedestrian movements and numbers at each of the precincts entry points.

Summary of Martin Place OSD DRP Advice and Recommendations

The DRP indicated:

- the design intent at the North Tower's Castlereagh Street and Elizabeth Street corners was clearer and advised the Hunter Street ground level and Metro entry demonstrated improvement; and
- its support for the proposed approach to the expression and finish on the ventilation louvres on the North Tower and advised the issue had been resolved;

The DRP's full advice and recommendations is provided at Appendix 2 for reference.

3.5. Martin Place OSD DRP #5 – 3 July 2018

Purpose

DRP #5 sought to address all remaining North Tower open items.

North Tower

JPW's presentation:

- proposed a 6m setback to the North Tower's southern elevation to respond to the DRP's recommendations to provide a narrower base to mitigate bulk and scale and increase the separation and reinforce the street wall between the tower form and the lift overruns above 50 Martin Place;
- reintroduced the use of fins to provide clear visual distinction and separation to reinforce the street wall between the podium and tower elements as well as the existing 50 Martin Place and proposed new building;
- demonstrated how the use of fins and glass could be used to express the base, middle and top of the podium whilst also respecting the formal relationship to 50 Martin Place particularly at the southern end;
- reintroduced the Level 10 cutback following feedback from the DRP that the previously presented scheme had diluted the overall podium expression and was not supported;
- confirmed the design team was committed to achieving up to 20% reflectivity on the facades.

Ground Plane

Grimshaw did not provide any new content at DRP #4.

Summary of Martin Place OSD DRP Advice and Recommendations

Open items identified by the DRP in relation to the North Tower (in addition to those raised in previous meetings) included:

- in relation to form and mass:
 - whilst it supported the proposed 6m setback and resulting narrower base, it did not support the reduced corner curvature or increased extent of flat surfaces on the eastern and western elevations
 - the impact of the revised form and mass could potentially be resolved by increasing the radius of the tower's corners to create a more organic form; and

- shadow studies to Martin Place were required to understand the impact of the revised form and mass on sun access to Martin Place;
- in relation to architectural expression:
 - the extent of the recessed terrace should be strengthened to distinguish between the podium and tower;
 - more detail was required to address how thermal comfort will be achieved; and
 - the likely effectiveness of shade elements to the south façade may not be adequate;
- in relation to the street level (which is outside the remit of the Martin Place OSD DRP and falls within the Sydney Metro DRP's charter):
 - further design refinement is required to ensure frontages to Castlereagh Street and Elizabeth Street are activated;
 - opportunities for public seating between columns on the northern elevation to Hunter Street should be considered;
 - the architecture of the podium and its relationship to the street required further resolution;
 - the extent of enclosure and glazing at the Hunter Street entries remained unclear.
- in relation to the through site connection (which is outside the remit of the Martin Place OSD DRP and falls within the Sydney Metro DRP's charter):
 - a more decisive approach to an open and publicly accessible space was required;
 - wayfinding and connections between the through site connection and the station entrance should be legible and intuitive;
 - the commemorative plaque should be celebrated and a viewing window to 50 Martin Place should be provided at a future stage; and
 - further details regarding weather protection on Castlereagh Street were required.

The DRP's full advice and recommendations is provided at Appendix 2 for reference.

3.6. Martin Place OSD DRP #6 – 7 August 2018

Purpose

North Tower

JPW presented a revised setback and narrowing of the North Tower's base comprising a 6m setback from 50 Martin Place. This resulted in a 68m wide side elevation (at its maximum) and 49m wide flat surface on the eastern and western facades. Floor plans were presented to demonstrate how the Tower's geometry changes across its height profile and showed how the northern end of the Tower tapered as it increased in height.

The increase in the Level 10 terrace indentation recommended by the Martin Place OSD DRP was adopted by JPW and presented to the DRP.

Material precedents for the North Tower were presented comprising:

- red granite for Lower Ground to Level 1;
- aluminium metallic finishes for podium fins and tower spandrels;
- high transparency low-emission glass for the southern lens/oculus; and
- reflective low emission glass (max 20%) for the tower glazing.

Arup provided a detailed presentation on the design team's response to achieve thermal comfort. Notably, Arup advised that the North Tower anticipated achieving a new model of workplace and the design provided a range of work space with maximum flexibility. The southern façade provides environmental conditions suitable for break out space whilst the higher reflectivity façade is suitable for more traditional office layouts. As such, the North Tower, and particularly the southern façade, is capable of achieving thermal comfort levels that will be used intermittently for short periods (i.e.: as meeting spaces or break out areas) as well as potentially for longer durations (i.e.: more traditional office uses). The North Tower's material selection combined with the use of blinds, ensures the thermal comfort criteria are satisfied in all instances.

The revised shadowing analysis was presented based on the revised form and mass. The analysis demonstrates that the proposed North Tower will achieve 19.1% increased solar access between 12pm and 2pm on 14 April when compared to the building envelope approved under the Stage 1 Concept Design. The proposed Stage 2 envelope accordingly satisfies Condition B2(b) which requires the development to *identify opportunities to improve solar access to the ground plane of Martin Place (excluding the roadways and foot paths) between the hours of 12 and 2pm (14 April), when compared to the shadow cast by the approved building envelope.*

Ground Plane

To respond to the OSD DRP's earlier feedback regarding the Hunter Street/ Elizabeth Street corner, JPW presented a 'feathered stair' that promoted pedestrian access to and from the North Tower's surrounding streets and Metro entrance, whilst simultaneously overcoming the significant level and flooding challenges presented cross this part of the site. The proposed stair arrangement also directly responds to the Metro DRP's feedback requesting public seating to the side of the entry stairs be provided for the large number of people that are likely to use this location as a meeting place.

Further detail was also presented on the proposed awning and weather protection solutions and proposed materials, whilst noting that these elements are captured by the CSSI approval.

Summary of Martin Place OSD DRP Advice and Recommendations

The DRP:

- confirmed its support for proposed 6m setback of the tower from the lift over-runs above 50 Martin Place, and the increased corner curvature;
- noted and confirmed its support for the shadow studies for 14 April between 12 and 2pm which show that the revised form and mass improves sun access to Martin Place, and reduces the area in shadow by 19.1%;
- reiterated its concerns that the junction and scale between the existing and proposed buildings, particularly in relation to the heritage fabric, is critical to achieving design excellence;
- recommended further articulation of the southern elevation to reference 'the oculus of 50 Martin Place' (sic);
- requested updated line drawings and renders (which form part of the DA package);
- requested further information about the material palette and recommended the design team focus on a finer level of detail, including scale, texture and interest, to ensure the craftsmanship of the surrounding buildings is reflected in the North Tower;
- detailed illustrations and renders to accurately show material colours, transparencies and reflectivities of the proposed glazing; and
- further details regarding Macquarie's public art strategy.

The DRP also raised a number of issues which are captured by the CSSI approval and are, therefore outside the remit of the OSD DRP, including:

- a request for further design refinement to address how the seating steps on Hunter Street meet the column on the northern elevation
- a request for a series of benchmark ideas and options for street activation be included in the DA and presented for discussion at the next DRP.
- consideration of opportunities for public seating between the columns on the northern elevation to Hunter Street;
- further design refinement is required to ensure frontages to Castlereagh and Elizabeth Streets are activated, despite the design team presenting material demonstrating there are no further opportunities for activation due to the need to satisfy Metro and engineering requirements;
- further design refinement is required to ensure the awnings which mark entrances to public and private spaces are differentiated; and
- illustrations should be provided to accurately show the Tom Bass and Douglas Annand artworks in their final situation.

The DRP's full advice and recommendations is provided at Appendix 2 for reference.

4. Design Resolution Outcomes

This section provides a high level status of the advice and recommendations made by the Martin Place OSD DRP in relation to the North Tower over the course of the six meetings and how Macquarie has responded to the feedback and outcomes achieved. The following section should be read in conjunction with the Stage 2 DA for the North Tower and its appendices which collectively represent Macquarie's detailed design solution for the Precinct.

4.1. Form and Massing

The Martin Place OSD DRP supports the response to the established street wall and the existing building at 50 Martin Place through a podium / tower form (DRP #1). The Martin Place OSD DRP also supports a mediated tower to ground form at the northern end and an articulated podium element (at podium level) responding to 50 Martin Place (DRP #2).

The proposed setbacks, form and mass and narrowing of base are supported by the Martin Place OSD DRP, subject to the junction between the North Tower and 50 Martin Place being adequately resolved.

4.2. Architectural Expression

The Martin Place OSD DRP generally supports the design elements to distinguish between the podium and the tower including the use of fins and the distinct Level 10 recessed terrace. The referencing of scaled elements from 50 Martin Place are also supported (DRP #5).

Further design detail will need to be worked through with the Martin Place OSD DRP to ensure that the material palette, richness and detailing is of a high quality and commensurate with the North Tower's important position in this part of the city and immediately adjacent to 50 Martin Place.

4.3. Street Level

The Elizabeth Street and Castlereagh Street corners were confirmed to exhibit a clear design intent following DRP #3.

The ground plane is captured by the CSSI approval and will be resolved through the Station Design and Precinct Plan required to be prepared under condition E101 of the CSSI approval.

Articulation and expression of the ventilating louvres were confirmed to be resolved at DRP #4.

4.4. Through Site Connection

The DRP has requested a more decisive approach is required to ensure the through site connection remains fully open and publicly accessible and advised that wayfinding, connections and station entrance should be legible and intuitive.

The through site connection is strictly not an OSD matter as it has been approved under the CSSI approval. Accordingly, Macquarie will continue to engage with Sydney Metro and the Sydney Metro DRP on the design resolution of the through site connection throughout the assessment process.

4.5. Shadowing and Wind Impacts

The DRP has continued to express its concern that there may be shadowing to Martin Place in addition to the approved envelope that is unacceptable. Macquarie maintains that the shadowing studies and results presented to the DRP demonstrate full compliance with the terms of the Stage 1 SSD DA, as discussed in the North Site EIS prepared by Ethos Urban (dated August 2018).

The DRP has confirmed that the wind impacts arising from the North Tower are acceptable (DRP #2, #3 and #4).

5. Next Steps, Timing and Conclusion

Macquarie has fully embraced the process and engaged honestly and proactively taken the OSD DRP's feedback and advice into consideration during the design development process for the North Site. The design excellence process has been an invaluable tool to test Macquarie's design intent and rationale. It has also encouraged the assessment of numerous alternatives for the North Site. It has enabled positive outcomes in the areas of:

- refined architectural expression that acknowledges and respects the prominence of the entire Precinct;
- a reduction in the bulk and scale of the tower and an improved relationship to 50 Martin Place;
- a significantly improved through site connection that has the potential to function as a new city plaza to be considered (notwithstanding that this aspect of the development forms part of the CSSI approval);
- the reduction on the degree of shadowing associated with the North Tower versus the approved building envelope on Martin Place; and
- better appreciation of the accessibility, level of connectedness and activation of the ground plane.

In addition, the DRP process has been fully integrated with positive collaboration between the Martin Place OSD DRP and Sydney Metro DRP and the collective understanding and interrogating of opportunities and challenges associated with delivering the significant city changing infrastructure project that is the construction of the Martin Place Metro Station.

The Stage 2 SSD DA for the North Site is supported by an Architectural Design Report prepared by JPW that outlines the Project Vision and demonstrates how the proposed design satisfies the Consolidated Design Guidelines that apply to the North Site. The Architectural Design Report addresses the proposed North Tower's form and mass, articulation and expression, materiality and integration with the Martin Place Metro Station whilst responding to, and complementing, the North Site's context.

Macquarie is committed to continuing its collaborative relationship with the DRP throughout the assessment process. The approved Terms of Reference provide for the ongoing review of the North Tower design and provision of advice by the Martin Place OSD DRP at critical milestones. Macquarie will shortly commence discussions with the Department and the Martin Place OSD DRP Secretariat to formalise the next round of DRP meetings to resolve the detailed design.

Key areas of focus over the coming months will include:

- the material palette and treatments;
- Macquarie's public art strategy; and
- resolution of the Metro entrance and ground plane at Hunter Street (including public seating, awnings, wayfinding, signage and connectivity) albeit through the Metro DRP whilst recognising the need to achieve a wholly integrated design outcome.

Appendix 1

OSD DRP Terms of Reference

Sydney Metro Martin Place Over Station Development Design Review Panel Terms of Reference

This Terms of Reference relates to the Sydney Metro Martin Place Over Station Development (OSD), or otherwise referred to as the “Martin Place OSD DRP”.

The Terms of Reference has been prepared in accordance with Condition 14A a) of the Stage 1 State Significant Development (SSD) Concept Proposal Consent¹, (the Stage 1 SSD Consent) by the Applicant² in consultation with the Government Architect of NSW.

The Martin Place OSD DRP will operate in tandem with the Sydney Metro Design Review Panel (Sydney Metro DRP), constituted under Condition E100 of the Sydney Metro Critical State Significant Infrastructure (CSSI) consent (SSI 15_7400).

1.0 Role and Objectives

1.1 The role of the Martin Place OSD DRP is to review and advise on the detailed building design of the Martin Place OSD.

1.2 The objectives of the Martin Place OSD DRP are:

- To assist in the achievement of design excellence, having regard to the matters set out in section 3.1.
- Support the achievement of the Sydney Metro program objectives³ (as relevant to the design of the OSD).
- To provide independent design advice on the Martin Place OSD whilst acknowledging the design of the station and OSD is well advanced, and the station and OSD are being designed and delivered as an integrated project in one line.
- In providing recommendations and advice, to acknowledge the OSD design is well advanced and respect previous guidance provided by the Sydney Metro DRP.
- To advise on the detailed design of the buildings the subject of the future Development Applications required under Conditions A3 and A4 of Stage 1 SSD Consent and any proposed modifications of the Stage 1 Consent.

2.0 Scope of Martin Place OSD DRP

2.1 The Martin Place OSD DRP is responsible for reviewing and advising on the SSD elements of the project, as defined within the Stage 1 SSD Consent and any subsequent modifications.

3.0 Relationship with Sydney Metro DRP

3.1 There is an established Sydney Metro program-wide Design Review Panel (Sydney Metro DRP) advising on the design aspects of the Sydney Metro project , for which Transport for NSW (TfNSW) is the Proponent. The Sydney Metro DRP is responsible for providing design advice to TfNSW for all Station elements at Martin Place.

¹ Stage 1 Consent reference SSD 8351 approved by the Minister on 22 March 2018 (and any subsequent modifications)

² The Applicant is Macquarie Corporate Holdings Pty Ltd, the Applicant for the Stage 1 SSSD Consent

³ The objectives of the Sydney Metro project are to:

- Improve the quality of the transport experience for customers
- Provide a transport system that is able to satisfy long-term demand
- Grow public transport patronage and mode share
- Support the productivity of the Global Economic Corridor
- Serve and stimulate urban development
- Improve the resilience of the transport network
- Improve the efficiency and cost effectiveness of the public transport system
- Implement a feasible solution recognising impacts, constraints and delivery risk

- 3.2 Some members of the Martin Place OSD DRP are also members of the Sydney Metro DRP, to facilitate the design and delivery of an Integrated Station Development (ISD) design solution and in recognition of:
- the critical importance of continuity of advice and momentum of the design process necessary to meet the Sydney Metro procurement processes and the State Government's overarching project milestones and delivery obligations for the Sydney Metro Project.
 - the complexity of the design integration between all components of the project and the delivery program, acknowledging design decisions associated with the OSD have implications to the Station, and vice versa.
- 3.3 To optimise integration, continuity of advice and the flow of information across the two DRPs, meetings of the Martin Place OSD DRP will be concurrent⁴ with the Sydney Metro DRP.

4.0 DRP Responsibilities & Authority

- 4.1 In providing advice the Martin Place OSD DRP is to have regard to:
- The Stage 1 SSD Consent, and any proposed modifications to that consent
 - The Previous Sydney Metro DRP Design Advice for the Martin Place Precinct.
 - *The Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines* endorsed by the Secretary of the Department of Planning and Environment (the Design Guidelines)⁵
 - The independent urban design advice commissioned by the Department (the Urban Design Advice)⁶
- 4.2 The Martin Place OSD DRP advice is also to encompass, as necessary
- The Applicants' objectives for innovative, human centred design and environmental sustainability.
 - Relevant DDA and Safer by Design standards.
 - Compliance with design-related conditions of approvals.
 - The retention of design integrity throughout the duration of the project.
- 4.3 The Martin Place OSD DRP is advisory and its advice or recommendations are not binding. It cannot authorise any expenditure, works or consultancies.

5.0 DRP Membership and Chair's responsibilities

- 5.1 As required by Condition A14 b) of the Stage 1 SSD Consent, the Martin Place OSD DRP:
- is chaired by the NSW Government Architect (or his delegate)
 - is consistent with the guidelines for establishing a competition jury, as set out in the *Director General's Design Excellence Guidelines*, and
 - the membership has been agreed with the NSW Government Architect.
- 5.2 Panel Members are required to have relevant design expertise and experience, and a Panel Member wishing to resign must do so in writing.
- 5.3 The Martin Place OSD DRP Panel Members (Panel Members) are:

⁴ For clarity both DRPs are independent established under their own CSSI and SSD consents; however 'concurrent' means that both the Sydney Metro DRP and Martin Place OSD DRP meetings will be held at the same venue and time where possible. This does not preclude either DRP meeting separately if required.

⁵ Design Guidelines endorsed by the Secretary on 6 April 2018 in satisfaction of Condition A13 of the Stage 1 Consent

⁶ As required under condition A14 (a) of the Stage 1 Consent

- Peter Poulet, Government Architect or his delegate⁷ from the GA NSW executive team [nominee of the consent authority]
 - John Choi [as a nominee of the consent authority]
 - Yvonne von Hartel AM [as nominee of the Proponent]
 - Robert Nation AM [as nominee of the Proponent]
 - A nominee⁸ of the Council of the City of Sydney, (to be agreed by the GA NSW). Where Council elects not to nominate a Panel Member, an alternative Panel Member is to be nominated by GA NSW. The alternative Panel Member is to be an individual from the NSW State Design Review Panel.
- 5.4 The NSW Government Architect (Mr Peter Poulet) is the Chair of the Martin Place OSD DRP.
- 5.5 Should the NSW Government Architect be unavailable, then his delegate as Chair (Delegate Chair) will be Yvonne von Hartel, who will assume the Chair's responsibilities.
- 5.6 The role and responsibilities of the Martin Place OSD DRP Chair (or Delegate Chair) include:
- To Chair the Martin Place OSD DRP meetings
 - Provide guidance towards a consensus view (acknowledging a consensus is not required to be achieved, merely a simple majority) amongst Panel Members and ensure clarity of advice, including any differences of opinion amongst Panel Members
 - To confirm the draft written Advice with the other Panel Members present at the meeting, and ensure it is distributed to all attendees (including the design team and invitees) and any absent Panel Members within 3 working days of the DRP meeting.
 - To resolve any dispute involving the Martin Place OSD DRP and its operation under these Terms of Reference.
- 5.7 Three (3) Panel Members, including the Chair or Delegate Chair, are required to constitute a quorum.

6.0 Invitees

- 6.1 A representative of the DPE will be invited to attend the Martin Place OSD DRP meetings, as an observer⁹.
- 6.2 A representative of the Heritage Council will be invited to attend the Martin Place OSD DRP meetings, to provide heritage advice as required.
- 6.3 Sydney Metro representatives and technical advisors will attend DRP meetings, to provide station interface technical information and advice.
- 6.4 Invitees are not Martin Place OSD DRP Panel Members and do not participate in closed session deliberations of the Martin Place OSD DRP.

7.0 Secretariat Services

- 7.1 Secretariat services of the Martin Place OSD DRP will be provided by the office of the GA NSW. These services will include:
- Distributing the Agenda at least four (4) working days prior to meetings, and coordinating with the Applicant's nominated primary contact.
 - Preparing the draft written Advice for review by the Chair (Delegate Chair) prior to distribution to all attendees (including the design team and invitees) within three (3) working days of the meeting.

⁷ The delegate, to be nominated, is an individual who will consistently attend the meetings.

⁸ Consistent with the *Director General's Design Excellence Guidelines*, the nominee of Council is not to be a staff member or councillor with an approval role in council's development assessment process.

⁹ Consistent with the condition A14 (b) of the Stage 1 Consent for the establishment of a jury

- Booking meeting rooms and facilities, providing refreshments and processing Panel Member invoices.
- 7.2 Secretariat services and the performance of the Secretariat are to be reviewed at the Key Milestones identified in 7.1 following approval of the Stage 2 DAs.
- 7.3 The reasonable costs of providing secretariat services are to be borne by the Applicant.

8.0 Governance & Other Arrangements

- 8.1 The Martin Place OSD DRP will meet at regular intervals determined by Key Milestones, as set out below, with additional meetings scheduled if necessary. Meetings of the Martin Place OSD DRP are to be concurrent⁴ with the Sydney Metro DRP (bi-monthly), unless otherwise agreed to by the Applicant.

Key Milestone 1	June 2018 <i>Finalisation of design for preparation of Stage 2 DAs. To accommodate Metro delivery schedule and the planned lodgement of the Stage 2 SSD DAs.</i>
Meeting Schedule to Achieve Key Milestone 1	24 April 2018 Martin Place OSD DRP Meeting 1 Indicative meeting agenda focus – Introduction and background/ context briefing to Panel members
	1 May 2018 Martin Place OSD DRP Meeting 2 Indicative meeting agenda focus – Form and Function
	15 May 2018 Martin Place OSD DRP Meeting 3 Indicative meeting agenda focus – Expression
	5 June 2018 Martin Place OSD DRP Meeting 4 Indicative meeting agenda focus – Detailing the place

- 8.2 The program of meetings may be reviewed by the Martin Place OSD DRP from time to time and must be reviewed following the submission of the Stage 2 DA(s). The Applicant must provide a revised schedule of meetings that align with Key Milestones at that time.
- 8.3 The standard meeting Agenda is to include:
- Confirmation of written advice from the preceding Martin Place OSD DRP meeting.
 - Update on any outstanding matters.
 - Presentation and discussion on the current design, including response to past advice.
 - Panel review and verbal advice.
 - Forward agenda.
- 8.4 At each “Key Milestone” identified in the meeting schedule referred to in 7.1 the Martin Place OSD DRP shall undertake “a critical review of the project to ensure architectural and design integrity and respect for the urban amenity and character”, as required by Condition A14 a) iv of the Stage 1 SSD Consent.
- 8.5 The time to be set aside for each meeting shall be at least three hours to allow for presentations by the design team, deliberations and formulation of advice by the DRP (which may be in closed session) and the provision of verbal advice to attendees.

- 8.6 The main deliverable of the Martin Place OSD DRP is the written advice (the Advice), which must be distributed on behalf of the Chair (Delegate Chair as relevant), to Panel Members, the Applicant, design team and invitees within 3 working days of the meeting.
- 8.7 All Martin Place OSD DRP discussions, and any material identified as confidential that is provided before, during or after the meeting, are to be treated as confidential. Panel members (and invitees) will be required to sign confidentiality agreements and conflict of interest statements. A conflict of interest register will be retained and updated as required.
- 8.8 The Martin Place OSD DRP written Advice (as confirmed by the Martin Place OSD DRP) and the Applicant's responses are to be submitted with the Stage 2 development application/s. The Secretariat may prepare a summary of the DRP's previous advice, to be lodged with future DAs, which may summarise previous issues that have been resolved and identify any outstanding issues raised by the panel.
- 8.9 The Martin Place OSD DRP's role and function will continue as required by Conditions A14(a)ii and v of the Stage 1 SSD Consent, and any conditions of the Stage 2 consent/s during the assessment and post approval stages in order to ensure design integrity is maintained through to completion of the project.

Appendix 2

OSD DRP advices

04 May 2018

Paul Attwood
Division Director
Macquarie Capital

Via email –
paul.attwood@Macquarie.com

MARTIN PLACE OSD DRP – SESSION 01 01.05.18

Dear Paul,

Consistent with the requirements of the Martin Place OSD DPR Terms of Reference, please find following a summary of advice and recommendations arising from the design review session on Tuesday 01 May.

Please note that this letter and subsequent letters of advice relating to the OSD DRP will be distributed to the meeting attendees listed below.

OSD DRP 01 FOCUS AREA: North Tower (50 Martin Place)

Overall, the Panel supports the design direction to provide a distinctive tower and podium as a way to mediate the relationship with the heritage item at 50 Martin Place. However, the issues outlined below remain to be resolved in order to successfully achieve design excellence for this site.

We note the following issues raised previously by the Sydney Metro DRP in relation to the North Tower of this proposal:

- Wind impacts
- Ground plane (particularly pedestrian modelling and retail analysis which substantiates design direction)
- How the tower meets the ground
- East-west through site link (particularly the intended character and operation of the proposed link)

We note that the ground plane and its design form part of an existing and separate CSSI development, and as such will be reviewed by the Metro DRP (per statutory requirements). Consequently, the comments below which relate to the ground plane are provided in response to the intent to deliver a well-integrated and high-quality design outcome.

We anticipate that the presentation from design teams at the next OSD DRP session (Tuesday 15 May) will respond to the following recommendations:

Form and mass

In general, we support the response to the established street wall and the existing building at 50 Martin Place through a podium / tower form which

mediates a tower to ground form at the northern end of the site and an articulated podium element responding to 50 Martin Place. However, the transition between these formal elements is not yet successfully resolved and we note that resolution of the junction between buildings, particularly in relation to the heritage fabric, will be critical to achieving design excellence on this site.

We anticipate that the next stages of design and the presentation at the next OSD DRP session will address the following issues:

- further development of the form and expression at the Castlereagh and Elizabeth Street corners to demonstrate a robust and clear design intent
- consider greater emphasis to the vertical expression of the tower (noting the distinct and challenging conditions of the relationship between it and 50 Martin Place and distinct from the Hunter St façade)
- the intent and detail of the discontinuous cut back at level 5 in the facade is unclear, particularly on the northern elevation

In response to the requirements outlined in condition 13 of the development consent for SSD 8351, we anticipate that the next presentation to the OSD DRP will demonstrate exploration of impacts on and opportunities to improve solar access to Martin Place through:

- modulation of the overall form and expression – particularly the geometry of the towers curve
- clarification as to whether or not the building impacts solar access to Martin Place

We also anticipate further information demonstrating the likely wind impacts of the current proposal.

Architectural expression

We support the use of a consistent architectural language of curved elements throughout the proposed tower and podium and carried through to the station below, to provide coherence across the site and to support intuitive wayfinding. However, further information and a better overall explanation of a strong architectural intent is required as well as demonstration of how this intent supports the transition between key elements – in particular where the podium/tower form adjacent to 50 Martin Place transitions to a tower to ground form at the Castlereagh and Elizabeth Street corners around to Hunter Street.

We anticipate that the next stages of design and the presentation at the next OSD DRP session will address the following issues:

- further information is required to evaluate the appropriateness of the architecture of the podium and its relationship to the heritage facade of 50 Martin Place
- further exploration of opportunities to celebrate the tower as a whole and potential to emphasise differentiation of the Hunter St entrance and elevation (this should be allied with further investigation as to articulation and expression of columns and structure at street level)
- currently no clear rationale for the form and geometry of the ‘oculus’ which characterises the southern elevation of the tower – further detailed information is required that demonstrates:

- the dimensions of the curve and the proportions of the clear glass element of the façade,
- the distance from and relationship to the heritage item on 50 Martin Place and the dome above it.
- further exploration of opportunities to strengthen the relationship between tower, podium, Elizabeth St and Hunter St facades and entrances, and achieve a singularity of expression which may also resolve the current tension between formal elements
- further consideration of the Hunter Street entrance and façade, particularly opportunities to set glass line back further to provide more generous streetscape where there is a steep gradient and likely a strong desire line for pedestrians
- exploration of alternate approaches to column expression where sandstone wall treatment ends on both Elizabeth and Castlereagh Streets to demonstrate relationship between curtain wall and structure (the current approach is not supported)

In order to evaluate the design quality of the proposal, the following further information is required:

- approach to the expression of lift pits visible from Castlereagh St
- materials and details overall, and particularly of facade treatment (particularly as it relates to moderating the competing conditions noted above)
- material treatment, details, extent, and height of canopies and ventilating louvres at lower levels of the facade
- detail response to Metro and other service requirements for street level vehicular access

Street level

Overall, the architecture of the podium is not currently well resolved in its relationship to the street. We anticipate that the next stages of design will address this issue, particularly in relation to the following:

- exploration of opportunities to deploy a less generic approach to articulation and expression of ventilating louvres (note, in general the vertical stacking of these louvres is supported)
- exploration of approach to awnings and canopies expression and scale which reflects the scale and strength of the tower (please also provide further information clarifying current canopy requirements for this site)
- further information relating to pedestrian modelling and numbers which are informing the design approach

Through site link

Noting the opportunity for a true public connection – which is strongly supported – we are concerned that, because of the current approach to podium form, the opportunity to provide a generous and publicly accessible through site link has been diminished and is subservient to street wall continuity.

Further information is required in order for us to comment on the quality of the proposed through site link. The following issues should be addressed at the next OSD DPR session:

- detail of material palette and architectural expression which supports the intended relationship to 50 Martin Place
- further information relating to the intended character and operation of the space, which should emphasise the publicness of the connection
- access to the through site link seems currently seems overly constricted from the Castlereagh Street site (acknowledging the design of this element is still in process and subject to adjacent Metro and other service requirements)
- verify awning requirements for the entrances to the through site link – noting the proposed discontinuous awning is in question

Next OSD DPR session – Tuesday 15 May

Please note, for the next and all future OSD DPR sessions we will require a hard copy of presentation drawings for all panel members for their reference during the discussion. In addition to the information requested above, the next presentation should also include: shadow diagrams; floor plans through the tower; wind and solar study outcomes (and discussion relating to Condition 13); demonstration of connectivity between the new and existing buildings on this site, including the through site link.

Please ensure that a pre-briefing package which includes all presentation materials is made available to all panel three days prior to the next meeting. Please also note that Bob Nation is not available for the next meeting but that his written comments will be provided in response to the pre-briefing package.

Sincerely,



Peter Poulet
Government Architect, NSW
Chair, Martin Place OSD DPR

CC

Panel members - Yvonne von Hartel, John Choi, Bob Nation, Graham Jahn, Kim Crestani, Tony Caro, Peter Phillips, Ben Hewett
Macquarie - Murray Coleman, Anthony Henry, Phil Ransom
Savills - Stephanie Ballango
JPW - Paul van Ratingen
Grimshaw – Paul Byrne
Tzannes – Alec Tzannes
Ethos – Alexis Cella
Transport – Todd Murphy, Sue Heartsch
DPE - Ben Lusher, Brendon Roberts

21 June 2018

Paul Attwood
Division Director
Macquarie Capital

Via email –
paul.attwood@Macquarie.com

MARTIN PLACE OSD DRP – SESSION 04 18.06.18

Dear Paul,

Consistent with the requirements of the Martin Place OSD DPR Terms of Reference, please find following a summary of advice and recommendations arising from the third design review session on Monday 18 June.

Please note that this letter and subsequent letters of advice relating to the OSD DRP will be distributed to the meeting attendees listed below.

We note that the ground plane and its design form part of an existing and separate CSSI development, and as such will be reviewed by the Metro DRP (per statutory requirements). Consequently, the comments below which relate to the ground plane are provided in response to the intent to deliver a well-integrated and high-quality design outcome.

Follow up from OSD DRP sessions 01, 02 and 03

While material was presented to demonstrate response to the issues outlined below, overall the panel are not convinced that these responses are adequate or that they yet represent design excellence for the scheme as a whole.

The following issues (relating to advice arising following DRP 01, 02 and 03) are yet to be resolved in order to achieve design excellence. We also note that the following comments are consistent with advice previously provided by the Metro DRP.

North Tower

Form and mass

In general, we support the response to the established street wall and the existing building at 50 Martin Place through a podium / tower form which mediates a tower to ground form at the northern end of the site and an articulated podium element responding to 50 Martin Place. The current resolution of the tower to ground of the Hunter Street elevation is generally improved.

Issues arising:

We note that the junction and scale between the existing and proposed buildings, particularly in relation to the heritage fabric, will be critical to achieving design excellence on this site and has yet to be successfully resolved. The proposed approach to cutting the tower away from 50 Martin Place lift over-runs is not supported. We remain of the view that a narrower base (north to south) of the tower could benefit the proposal overall. We also recommend further interrogation of appropriate scaling of elements to express the base, middle and top of the podium with reference to the elements of 50 Martin Place.

In response to the requirements outlined in condition 13 of the development consent for SSD 8351, we note the provision of shadow diagrams at 15min intervals on the solstice and equinox. While there seem to be opportunities to improve sun access to Martin Place, no further evidence has been provided and we remain concerned overall that there may still be overshadowing to Martin Place in addition to that resulting from the approved envelope, which is unacceptable.

Acknowledging the likely impact to floorplate sizes, in the interests of positively contributing to public realm we strongly recommend further exploration of remodelling the geometry and form of the north tower in order to address the issue of sunlight access to Martin Place. We note that the proposed form also lends itself to a greater emphasis of curvature.

Further comments held over - yet to be resolved:

- the scale relationship and visual space between the northern tower form to 50 Martin Place (see above)
- noting the removal of the discontinuous cut back at level 10, except on the northern elevation, the panel note this has resulted in a dilution of the distinction between tower and podium

We note provision of information demonstrating the likely wind impacts of the current proposal and consider this issue resolved.

We note the improvements to form and expression at the Castlereagh and Elizabeth Street corners demonstrate a clearer design intent.

Architectural expression

Issues arising:

The transition between the tower and podium elements is not yet successfully resolved. Changes to the overall design have resulted in the podium expression

becoming diluted, which is not supported. The current approach to the podium is insufficient to maintain its clear expression and formal relationship to 50 Martin Place, particularly at the south end of the podium. Additionally, the current approach exacerbates the appearance of overbearing bulk and scale on the east and west elevations.

We anticipate further information will be provided at the next review session to understand the colouration and material quality of the proposal overall. We note that any support for the current direction will be contingent on demonstrating an appropriate quality and palette of materials.

Further comments held over - yet to be resolved:

- the panel strongly recommend consideration be given to a greater setback of the tower from the lift over-runs above 50 Martin Place, particularly on the western side
- notwithstanding changes presented, the vertical expression of the tower is yet to be optimally emphasised – we recommend further consideration of interior spaces and volumes may help to resolve a greater degree of verticality
- the information provided as to the likely effectiveness of shade elements to the south façade suggests these may not be adequate
- we request an independent review be undertaken of the reflectivity report

The panel supports the proposed separation at the junction between the existing building and proposed podium element.

We note that reflectivity is proposed at below 20% and strongly recommend this level should be retained.

Street level

We support the demonstrated improvements to the Hunter Street ground level and entry.

Issues arising:

The use of wall and plinth elements to resolve level changes at the Elizabeth Street and Hunter Street corner entry is not supported and should be reconsidered.

Comments held over - yet to be resolved:

- we remain of the view that the architecture of the podium is not currently well resolved in its relationship to the street
- the extent of enclosure and glazing remains unclear at Hunter Street entries

We note the provision of further information relating to pedestrian modelling and numbers although we note these relate to the determination of the CSSI.

We support the proposed approach to articulation and expression of ventilating louvres and consider this issue resolved.

Through site link

We remain of the view that a more decisive approach is required to provide a fully open and publicly accessible space. It is critically important that the wayfinding and connections between the through site link and the station entrance should be legible and intuitive, which is not evident in the current approach.

Comments held over - yet to be resolved:

- legibility, accessibility and public character of the through site link is not yet adequately resolved
- detail of material palette and architectural expression which supports the intended relationship to 50 Martin Place
- further information relating to the intended character and operation of the space, which should emphasise the publicness of the connection
- access to the through site link still seems overly constricted from the Castlereagh Street site – we strongly recommend further consideration be given to reducing the steepness of the stairway up from Castlereagh Street
- clear wayfinding logic to support the legibility of vertical and horizontal circulation between the through site link and the Hunter Street entrance and the levels above and below - current analysis of paths of travel remains unconvincing

South Tower

In general, the panel supports the approach to the form and massing of the podium and tower on the south site.

Architectural expression

Comments held over - yet to be resolved:

While the proposed decoration of the south façade has merit as a strategy to mitigate the blankness of the southern elevation, we do not support the current approach to this elevation. We strongly recommend strengthening the resolution of this in relation to the elevation as a whole, considering views from both Castlereagh and Elizabeth Streets.

We support the current approach to podium expression which presents a positive outcome for Martin Place. We also support the architecture of the podium as it relates to Castlereagh and Elizabeth Streets.

We note and support emphasis of the structural elements between the tower and the podium.

We support the proposed articulation of the roofline to address sun access to Hyde Park.

Next OSD DRP session – Tuesday 02 July

We anticipate that the next review session should address the issues outlined above relating to the North and South Towers as well as further design detail.

Please ensure that a pre-briefing package which includes all presentation materials is made available to all panel three days prior to the next meeting.

Sincerely,



Peter Poulet
Government Architect, NSW
Chair, Martin Place OSD DRP

CC

Panel members - Yvonne von Hartel, John Choi, Bob Nation, Graham Jahn

Macquarie - Murray Coleman, Anthony Henry, Phil Ransom

Savills - Stephanie Ballango

JPW - Paul van Ratingen

Grimshaw – Paul Byrne

Tzannes – Alec Tzannes

Ethos – Julie Bindon

Transport – Todd Murphy, Sue Heartsch

DPE - Annie Leung

G A N S W

Government Architect
New South Wales
L24, 320 Pitt Street
Sydney NSW 2000
GPO Box 39
Sydney NSW 2001

government.architect
@planning.nsw.gov.au
T +61 (02)9860 1464

governmentarchitect.nsw.gov.au



G A N S W

Government Architect
New South Wales
L24, 320 Pitt Street
Sydney NSW 2000
GPO Box 39
Sydney NSW 2001

government.architect
@planning.nsw.gov.au
T +61 (02)9860 1464

governmentarchitect.nsw.gov.au



18 May 2018

Paul Attwood
Division Director
Macquarie Capital

Via email –
paul.attwood@Macquarie.com

MARTIN PLACE OSD DRP – SESSION 02 15.05.18

Dear Paul,

Consistent with the requirements of the Martin Place OSD DPR Terms of Reference, please find following a summary of advice and recommendations arising from the second design review session on Tuesday 15 May.

Please note that this letter and subsequent letters of advice relating to the OSD DRP will be distributed to the meeting attendees listed below.

We note that the ground plane and its design form part of an existing and separate CSSI development, and as such will be reviewed by the Metro DRP (per statutory requirements). Consequently, the comments below which relate to the ground plane are provided in response to the intent to deliver a well-integrated and high-quality design outcome.

Follow up from OSD DRP session 01 – Tuesday 01 May

The issues outlined below following DRP 01 are noted as either having been successfully addressed or as remaining to be resolved in order to achieve design excellence for this site.

Form and mass

In general, we support the response to the established street wall and the existing building at 50 Martin Place through a podium / tower form which mediates a tower to ground form at the northern end of the site and an articulated podium element responding to 50 Martin Place. However, the transition between these formal elements is not yet successfully resolved. We also note that resolution of the junction and scale between buildings, particularly in relation to the heritage fabric, will be critical to achieving design excellence on this site.

The following issues are yet to be resolved:

- the scale relationship and visual space between the northern tower form to 50 Martin Place
- further development of the form and expression at the Castlereagh and Elizabeth Street corners to demonstrate a robust and clear design intent
- consider greater emphasis to the vertical expression of the tower (noting the distinct and challenging conditions of the relationship between it and 50 Martin Place and distinct from the Hunter St façade)
- the intent and detail of the discontinuous cut back at level 5 in the facade is unclear, particularly on the northern elevation

In response to the requirements outlined in condition 13 of the development consent for SSD 8351, we note the animation provided which demonstrate exploration of some opportunities which may improve solar access to Martin Place. However, we anticipate further information at the next review including shadow diagrams at 15min intervals on the solstice and equinox. We also note that any changes to the geometry and form of the north tower will require these revisions of these analyses.

We note provision of information demonstrating the likely wind impacts of the current proposal.

Architectural expression

We note that the issues raised in relation to the architectural expression of the north tower still stand (please refer my letter of 04 May for detail) and anticipate these will be addressed at a subsequent review session.

While we note the information provided relating to the junction between the tower and the heritage building below, the current relationship requires further resolution.

In addition, we encourage further exploration of architectural expression resulting from passive solar solutions particularly in relation to glass façade elements.

Street level

Overall, we remain of the view that the architecture of the podium is not currently well resolved in its relationship to the street. We note the provision of information relating to awnings.

The following issues are yet to be resolved:

- exploration of opportunities to deploy a less generic approach to articulation and expression of ventilating louvres (note, in general the vertical stacking of these louvres is supported)
- further information relating to pedestrian modelling and numbers which are informing the design approach

Through site link

While we support the opportunity for a true public connection, the legibility, accessibility and public character of the through site link is not yet adequately resolved. The current approach to Elizabeth and Castlereagh Street entries is unclear and we therefore recommend a more decisive approach to either

provide a fully open and publicly accessible space, or an enclosed lobby space. It is critically important that the wayfinding and connections between the through site link and the station entrance should be legible and intuitive, which is not evident in the current approach.

The following issues should be addressed at the next OSD DPR session:

- detail of material palette and architectural expression which supports the intended relationship to 50 Martin Place
- further information relating to the intended character and operation of the space, which should emphasise the publicness of the connection
- access to the through site link seems currently seems overly constricted from the Castlereagh Street site (acknowledging the design of this element is still in process and subject to adjacent Metro and other service requirements)

In addition, we recommend further development of wayfinding logic to support the legibility of vertical and horizontal circulation between the through site link as well as the Hunter Street entrance and the levels above and below. Further information is required that demonstrates the logic of vertical and horizontal circulation pathways.

OSD DRP 02 FOCUS AREA: South Tower

In general, the panel supports the approach the form and massing of the podium and tower on the south site.

Architectural expression

In response to the presentation drawings which demonstrated a current and an earlier approach to architectural expression, the panel has a strong preference for the earlier approach. In our view the earlier approach demonstrates a stronger and more distinctly contemporary expression, particularly of the podium, appropriate to the prominence of the site.

We support a consistent approach the expression of both tower and podium including the expression of levels above and below the plant. However, we recommend further exploration of opportunities to further strengthen this singular expression, including:

- emphasising the structural elements between the tower and the podium,
- a more successful transition to the south façade at the level of the plant as a way to respond to the intent of setbacks at this level and to mitigate the blankness of the southern elevation
- potential to recess plant at the southern end of the east and west sides

In general, we support the proposed material expression. However, further information is required that demonstrates more clearly the articulation of the roofline and the outcome of explorations to address sun access to Hyde Park, including location and handling of roof plant.

The current approach to the southern elevation is not supported. The approach exposes the southern party wall to the street. Further information is required that demonstrates how form and expression responds to the objectives of the setback control -- in particular, reducing visual impact of built form above

podium. Further consideration should be given to the impact of the proposed scheme on future development to the south.

Further information is required that demonstrates the expression and likely impact of the podium to the street level on Castlereagh Street.

Next OSD DRP session – Tuesday 05 June

We anticipate that the next review session should address the issues outlined above relating to the North and South Towers as well as further design detail.

Please ensure that a pre-briefing package which includes all presentation materials is made available to all panel three days prior to the next meeting.

Sincerely,

Yvonne von Hartel
Co-chair, Martin Place OSD DRP

On behalf of:
Peter Poulet
Government Architect, NSW
Chair, Martin Place OSD DRP

CC
Panel members - Yvonne von Hartel, John Choi, Bob Nation, Graham Jahn, Ben Hewett
Macquarie - Murray Coleman, Anthony Henry, Phil Ransom
Savills - Stephanie Ballango
JPW - Paul van Ratingen
Grimshaw – Paul Byrne
Tzannes – Alec Tzannes
Ethos – Alexis Cella
Transport – Todd Murphy, Sue Heartsch
DPE - Annie Leung

07 June 2018

Paul Attwood
Division Director
Macquarie Capital

Via email –
paul.attwood@Macquarie.com

MARTIN PLACE OSD DRP – SESSION 03 05.06.18

Dear Paul,

Consistent with the requirements of the Martin Place OSD DPR Terms of Reference, please find following a summary of advice and recommendations arising from the third design review session on Tuesday 05 June.

Please note that this letter and subsequent letters of advice relating to the OSD DRP will be distributed to the meeting attendees listed below.

We note that the ground plane and its design form part of an existing and separate CSSI development, and as such will be reviewed by the Metro DRP (per statutory requirements). Consequently, the comments below which relate to the ground plane are provided in response to the intent to deliver a well-integrated and high-quality design outcome.

We anticipate that the next presentation to the panel should include updated drawings and visualisations corresponding to recent design updates.

Follow up from OSD DRP sessions 01 and 02 – 01 May; 15 May

Overall, insufficient material was presented to demonstrate response to the issues outlined below. The panel remain of the view that the following issues (relating to advice arising following DRP 01 and 02) are yet to be resolved in order to achieve design excellence. We also note that the following comments are consistent with advice previously provided by the Metro DRP.

North Tower

Form and mass

In general, we support the response to the established street wall and the existing building at 50 Martin Place through a podium / tower form which mediates a tower to ground form at the northern end of the site and an articulated podium element responding to 50 Martin Place. However, the transition between these formal elements is not yet successfully resolved. We also note that the junction and scale between the existing and proposed buildings, particularly in relation to the heritage fabric, will be critical to achieving design excellence on this site and has yet to be successfully resolved.

Comments held over - yet to be resolved:

- the scale relationship and visual space between the northern tower form to 50 Martin Place
 - the panel recommend that a narrower base (north to south) of the tower could benefit the proposal overall in terms of mitigating the appearance of the tower's bulk and mass from street level
- further development of the form and expression at the Castlereagh and Elizabeth Street corners to demonstrate a robust and clear design intent
- consider greater emphasis to the vertical expression of the tower
- the intent and detail of the discontinuous cut back at level 10 (note this was previously understood in error as level 5) in the facade is unclear, particularly on the northern elevation

In response to the requirements outlined in condition 13 of the development consent for SSD 8351, we note the provision of shadow diagrams at 15min intervals on the solstice and equinox. While there seem to be opportunities to improve sun access to Martin Place, we remain concerned overall that there may still be overshadowing to Martin Place in addition to that resulting from the approved envelope, which is unacceptable. We also note that any changes to the geometry and form of the north tower will require these revisions of these analyses.

We note provision of updated information demonstrating the likely wind impacts of the current proposal and consider this issue resolved.

Architectural expression

We note that the issues raised in relation to the architectural expression of the north tower still stand (please refer my letter of 04 May for detail) and expect these to be addressed at a subsequent review session.

Further information is required which demonstrates resolution of the junction between the tower and the heritage building:

- the panel anticipates a clear visual distinction or separation at the junction between the existing and proposed podium elements
- the panel recommend consideration be given to a greater setback of the tower from the lift over-runs above 50 Martin Place, particularly on the western side

We note exploration of architectural expression resulting from passive solar solutions particularly in relation to glass façade elements, however further demonstration of effectiveness and impact of reflective glazing applied to the curved form is required. In addition:

- further information is required to demonstrate the likely effectiveness of shade elements on the south façade
- further information is required to demonstrate the extent to which expression of the podium façade is continuous with that of the tower
- we recommend reflectivity be kept below 20%
- we request an independent review be undertaken of the reflectivity report

Street level

We support the demonstrated improvements to the Hunter Street ground level and entry, although the extent of enclosure and glazing is unclear. We anticipate updated three dimensional or visualisation drawings will be provided at a subsequent review which reflect the current location of the glass line and the proposed strategies to address level changes. Further information is also required to clarify what is the unobstructed clearance between proposed columns and street trees

Overall, however we remain of the view that the architecture of the podium is not currently well resolved in its relationship to the street.

Comments held over - yet to be resolved:

- while vertical stacking of louvres is generally supported, we recommend exploration of opportunities to deploy a less generic approach to articulation and expression of ventilating louvres

We note the provision of further information relating to pedestrian modelling and numbers although we note these relate to the determination of the CSSI.

Through site link

While we support the opportunity for a true public connection, the legibility, accessibility and public character of the through site link is not yet adequately resolved. We remain of the view that a more decisive approach is required to provide a fully open and publicly accessible space. It is critically important that the wayfinding and connections between the through site link and the station entrance should be legible and intuitive, which is not evident in the current approach.

Comments held over - yet to be resolved:

- detail of material palette and architectural expression which supports the intended relationship to 50 Martin Place
- further information relating to the intended character and operation of the space, which should emphasise the publicness of the connection
- access to the through site link seems currently seems overly constricted from the Castlereagh Street site (acknowledging the design of this element is still in process and subject to adjacent Metro and other service requirements)
- clear wayfinding logic to support the legibility of vertical and horizontal circulation between the through site link as well as the Hunter Street

entrance and the levels above and below - current analysis of paths of travel is unconvincing

South Tower

In general, the panel supports the approach the form and massing of the podium and tower on the south site.

Architectural expression

In response to the presented approaches to architectural expression, the panel has a strong preference for the earlier approach (presented to the Metro DRP in November 2017). We remain of the view that the earlier approach demonstrates a stronger and more distinctly contemporary expression, particularly of the podium, appropriate to the prominence of the site.

We note that the planning of lower levels of the podium has advanced in relation to Martin Place, however further information is required which demonstrates the relationship with Martin Place, Elizabeth and Castlereagh Streets. We also anticipate that updated elevations and visualisations will be provided that reflect these changes in design.

The proposed decoration of the south façade has merit as a strategy to mitigate the blankness of the southern elevation. However, resolution of this approach could be stronger and should be considered in relation to the elevation as a whole. In addition, it is yet to respond to the intent of setbacks at this level.

Comments held over - yet to be resolved:

- emphasising the structural elements between the tower and the podium
- articulation of the roofline and the outcome of explorations to address sun access to Hyde Park, including location and handling of roof plan
- expression and likely impact of the podium to the street level on Castlereagh Street

Next OSD DRP session – Monday 18 June

We anticipate that the next review session should address the issues outlined above relating to the North and South Towers as well as further design detail.

Please ensure that a pre-briefing package which includes all presentation materials is made available to all panel three days prior to the next meeting.

Sincerely,



Peter Poulet
Government Architect, NSW
Chair, Martin Place OSD DRP

CC

Panel members - Yvonne von Hartel, John Choi, Bob Nation, Graham Jahn, Ben Hewett

Macquarie - Murray Coleman, Anthony Henry, Phil Ransom

Savills - Stephanie Ballango

JPW - Paul van Ratingen

Grimshaw – Paul Byrne

Tzannes – Alec Tzannes

Ethos – Julie Bindon

Transport – Todd Murphy, Sue Heartsch

DPE - Annie Leung

Government Architect
New South Wales
L24, 320 Pitt Street
Sydney NSW 2000
GPO Box 39
Sydney NSW 2001

government.architect
@planning.nsw.gov.au
T +61 (02)9860 1464

governmentarchitect.nsw.gov.au



10 July 2018

Paul Attwood
Division Director
Macquarie Capital

Via email –
paul.attwood@Macquarie.com

MARTIN PLACE OSD DRP – SESSION 05 03.07.18

Dear Paul,

Consistent with the requirements of the Martin Place OSD DPR Terms of Reference, please find following a summary of advice and recommendations arising from the fifth design review session on Tuesday 3 July.

Please note that this letter and subsequent letters of advice relating to the OSD DRP will be distributed to the meeting attendees listed below.

We note that the ground plane and its design form part of an existing and separate CSSI development, and as such will be reviewed by the Metro DRP (per statutory requirements). Consequently, the comments below which relate to the ground plane are provided in response to the intent to deliver a well-integrated and high-quality design outcome.

Follow up from OSD DRP sessions 01, 02, 03 and 04

While material was presented to demonstrate response to the issues outlined below, overall we are not convinced that these responses are adequate or that they yet represent design excellence for the scheme as a whole.

The following issues (relating to advice arising following DRP 01, 02, 03 and 04) are yet to be resolved in order to achieve design excellence. We also note that the following comments are consistent with advice previously provided by the Metro DRP.

North Tower

Form and mass

In general, we support the response to the established street wall and the existing building at 50 Martin Place through a podium / tower form which mediates a tower to ground form at the northern end of the site and an articulated podium element responding to 50 Martin Place.

Issues arising:

We note that the junction and scale between the existing and proposed buildings, particularly in relation to the heritage fabric, will be critical to achieving design excellence on this site and has yet to be successfully resolved. The proposed setback of 6m, which has resulted in a narrower base (north to south) of the tower, has improved the approach to the southern elevation. However, it has had the detrimental effect of reducing the corner curvature and increasing the extent of the flat surface on the east and west elevations.

In response to the requirements outlined in condition 13 of the development consent for SSD 8351, we are unable to evaluate the shadow impact of the revised form and mass of the north tower without the provision of shadow diagrams to understand its impact on sun access to Martin Place.

While there seem to be opportunities to improve sun access to Martin Place, no further evidence has been provided and we are concerned that the reduction in curvature and the increase in east and west elevations may exacerbate overshadowing to Martin Place in addition to that resulting from the approved envelope, which is unacceptable.

New comments – to be resolved:

- the impact of the revised form and mass on the extent of flat surface on the east and west elevations
- shadow studies to understand the impact of the revised form and mass on sun access to Martin Place.

Architectural expression

Issues arising:

We note fins on the east and west elevations distinguish the podium from the tower and reference the elements and scale of 50 Martin Place. Further separation has been provided by the introduction of a recessed terrace where the tower meets the podium roof level. While this approach is supported, we believe the distinction between the podium and tower would be improved by extending the recessed terrace further north, in line with the fins.

We anticipate further information will be provided at the next review session to understand the colouration and material quality of the proposal overall. We are concerned about the impact of the extent of glass, particularly on the western elevation which overlooks the lift bank, and note that support will be contingent on demonstrating an appropriate response to achieving ESD.

We support the proposed 6m setback of the tower from the lift over-runs above 50 Martin Place, but note this is the minimum setback acceptable.

New comments – to be resolved:

- notwithstanding changes presented, the tower has been compromised by

the reduced curvature and flattening of the east and west tower facades – we recommend consideration be given to increasing the radius of the corners of the tower to create a more organic form, reduce the overall bulk and mass, and reduce the likelihood of overshadowing

- we recommend consideration be given to increasing the extent of the recessed terrace to strengthen the distinction between the podium and tower
- further detail is required to address how thermal comfort will be achieved.

Comments held over - yet to be resolved:

- the information provided as to the likely effectiveness of shade elements to the south façade suggests these may not be adequate.

We note that reflectivity is confirmed to be at or below 20% and consider this issue resolved, subject to the requested independent review.

Street level

We support the demonstrated improvements to the Hunter Street ground level and entry, including achieving additional footpath width and moving away from the use of solid wall elements to articulate this space.

Issues arising:

The use of plinth elements and the extent of balustrading to resolve level changes at the Elizabeth Street and Hunter Street corner entry interrupts physical and visual links from Chifley Square and Phillip Street and requires further resolution to prioritise these connections.

We are concerned about the extent of inactive frontages to Castlereagh and Elizabeth Streets and recommend design refinement to encourage activation. Where this cannot be achieved, the façade must be well detailed and modelled to make a positive contribution to the street.

New comments – to be resolved:

- further design refinement is required to ensure frontages to Castlereagh and Elizabeth Streets are activated
- we recommend consideration of opportunities for public seating between the columns on the northern elevation to Hunter Street.

Comments held over – yet to be resolved:

- we remain of the view that the architecture of the podium is not currently well resolved in its relationship to the street
- the extent of enclosure and glazing at the Hunter Street entries remains unclear.

Through site link

We remain of the view that a more decisive approach is required to provide a fully open and publicly accessible space. It is critically important that the wayfinding and connections between the through site link and the station entrance should be legible and intuitive, which is not evident in the current approach.

We anticipate the resolution of the through site link will celebrate the commemorative plaque and reveal the viewing window to 50 Martin Place at a future stage.

We request a detailed integrated public art strategy, including proposals to reinstate the Tom Bass sculpture on Hunter Street and Douglas Annand works, be developed.

New comments – to be resolved:

- options for improved weather protection on Castlereagh Street.

Comments held over – yet to be resolved:

- legibility, accessibility and public character of the through site link is not yet adequately resolved
- detail of material palette and architectural expression which supports the intended relationship to 50 Martin Place
- further information relating to the intended character and operation of the space which should emphasise public connections
- access to the through site link still seems overly constricted from Castlereagh Street – we strongly recommend further consideration be given to reducing the steepness of the stairway from Castlereagh Street
- clear wayfinding logic to support the legibility of vertical and horizontal circulation between the through site link and the Hunter Street entrance and the levels above and below.

South Tower

In general, we support the approach to the form and massing of the podium and tower on the south site.

Architectural expression

We support the current approach to podium expression which presents a positive outcome for Martin Place. We also support the architecture of the podium as it relates to Castlereagh and Elizabeth Streets.

We note and support emphasis of the structural elements between the tower and the podium.

We support the proposed articulation of the roofline to address sun access to Hyde Park.

While the proposed decoration of the south façade has merit as a strategy to mitigate the blankness of the southern elevation, we do not support the current approach to this elevation. We strongly recommend resolution of this in relation to the elevation as a whole, considering views from both Castlereagh and Elizabeth Streets.

Acknowledging that there was no further information presented, the overall approach to the south elevation was again discussed.

New comments – to be resolved:

- the intent of the setback above the podium has not been met by the tower, which extends the full height and width of the approved envelope and is likely to result in a poor urban design outcome for the southern end of the street block and adjacent development
- we recommend increasing the setbacks at the south east and south west corners of the tower to improve architectural expression and urban design outcomes for the block

- we request tower floorplans be provided to understand building setbacks above the podium.

Next OSD DRP session

We anticipate that the next review session should address the issues outlined above relating to the North and South Towers as well as further design detail.

Please ensure that a pre-briefing package which includes all presentation materials is made available to all panel members three days prior to the next meeting.

Sincerely,



Peter Poulet
Government Architect, NSW
Chair, Martin Place OSD DRP

CC

Panel members - Yvonne von Hartel, John Choi, Bob Nation, Graham Jahn
Macquarie - Murray Coleman, Anthony Henry, Phil Ransom
Savills - Stephanie Ballango
JPW - Paul van Ratingen
Grimshaw – Paul Byrne
Tzannes – Alec Tzannes
Ethos – Julie Bindon
Transport – Todd Murphy, Sue Heartsch
DPE - Annie Leung

13 August 2018

Paul Attwood
Division Director
Macquarie Capital

Via email –
paul.attwood@Macquarie.com

MARTIN PLACE OSD DRP – SESSION 06 07.08.18

Dear Paul,

Consistent with the requirements of the Martin Place OSD DPR Terms of Reference, please find following a summary of advice and recommendations arising from the sixth design review session on Tuesday 7 August.

Please note that this letter and subsequent letters of advice relating to the OSD DRP will be distributed to the meeting attendees listed below.

We note that the ground plane and its design form part of an existing and separate CSSI development, and as such will be reviewed by the Metro DRP (per statutory requirements). Consequently, the comments below which relate to the ground plane are provided in response to the intent to deliver a well-integrated and high-quality design outcome.

Follow up from OSD DRP sessions 01, 02, 03, 04 and 05

While material was presented to demonstrate response to the issues outlined below (relating to advice arising following DRP 01, 02, 03, 04 and 05), overall the issues are yet to be adequately resolved in order to achieve design excellence for the scheme as a whole.

We support lodgement of the Stage 2 DA, subject to these issues being resolved and design excellence being achieved through ongoing detailed design development. We note that GANSW will also undertake an independent review for the Department of Planning and Environment as part of exhibition of the application.

We also note that the following comments are consistent with advice previously provided by the Metro DRP.

North Tower

Form and mass

In general, we support the response to the established street wall and the existing building at 50 Martin Place through a podium / tower form which mediates a tower to ground form at the northern end of the site and an articulated podium element responding to 50 Martin Place.

We support the proposed 6m setback of the tower from the lift over-runs above 50 Martin Place, and the increased corner curvature which has reduced the extent of flat surface on the east and west elevations from 54m to 49m.

We note that shadow studies for 14 April between 12 and 2pm show that the revised form and mass improves sun access to Martin Place, reducing the area in shadow by 19.1%. We support the reduced shadow impact.

Issues arising:

We note that the junction and scale between the existing and proposed buildings, particularly in relation to the heritage fabric, will be critical to achieving design excellence on this site and has yet to be successfully resolved.

The focus on the setback, corner curvature and extent of flat surface on the east and west elevations has meant the reference to the oculus on the roof of 50 Martin Place, which could be seen on the southern elevation in earlier schemes, is no longer apparent.

New comments – to be resolved:

- further articulation of the southern elevation to reference the oculus of 50 Martin Place
- line drawings of the form and mass should be updated and renders contemporarised.

Architectural expression

We support the northern extension of the recessed terrace where the tower meets the podium which now aligns with the fins on the podium. We also note and support the depth of the east and west terraces of 2 – 3m.

We note and support the thermal comfort studies as presented by ARUP, in particular the use of shading elements, operable blinds and low-e glass. We also support the solution proposed to address the heat load on the western elevation which overlooks the lift bank.

Issues arising:

While further information about the colouration and material quality of the proposal was provided, we are concerned that the palette and its application lack the richness seen in the surrounding buildings and heritage context.

New comments – to be resolved:

- given the standard material palette, the design team should focus on a finer level of detail, including scale, texture and interest, to ensure the craftsmanship of the surrounding buildings is reflected in the proposal
- illustrations should be provided to accurately show colours, transparencies and reflectivities of the proposed glazing.

Street level

We support the demonstrated improvements to the Hunter Street ground level and entry, including achieving additional footpath width and moving away from the use of solid wall elements to articulate this space. The proposal for curved stairs has improved the visual and physical links from Chifley Square and Phillip Street.

Issues arising:

While the proposal for stairs creates a more welcoming corner entrance, the building's interface with Hunter Street is unresolved. We are concerned about the spaces between the building and columns on the northern elevation. We also emphasise the need for the disabled access off Elizabeth Street, which occurs between columns, to be made as generous as possible.

We acknowledge attempts to articulate and activate the frontages to Castlereagh and Elizabeth Streets, however we are concerned that without a high level of detailing and ornamentation at the podium level these frontages will not achieve a positive contribution to the street and the public realm.

New comments – to be resolved:

- further design refinement is required to address how the seating steps meet the column on the northern elevation
- we recommend a series of benchmark ideas and options for street activation be included in the DA and presented for discussion at the next DRP.

Comments held over – yet to be resolved:

- we recommend consideration of opportunities for public seating between the columns on the northern elevation to Hunter Street
- the extent of enclosure and glazing at the Hunter Street entries is unclear
- further design refinement is required to ensure frontages to Castlereagh and Elizabeth Streets are activated.

Through site link

We remain of the view that a more decisive approach is required to provide a fully open and publicly accessible space. It is critically important that the wayfinding and connections between the through site link and the station entrance should be legible and intuitive, which is not evident in the current approach.

We anticipate the resolution of the through site link will celebrate the commemorative plaque and reveal the viewing window to 50 Martin Place at a future stage.

We note and support the awning proposed for improved weather protection on Castlereagh Street, subject to detailed design.

We note and support the public art strategy which includes proposals to reinstate the Tom Bass fountain, Douglas Annand bronze sculpture and Douglas Annand ceramic tile mural. We also support the proposal to reinstate the Institute of Engineers plaque in its original location.

Issues arising:

While we support the awning proposal, we recommend it be lowered as far as possible to improve weather protection, particularly that portion of the awning

which is raised to mark the entrance to the through site link.

While we support the public art strategy, we maintain that views to the artworks should not be obstructed by retail or other conflicting uses and suggest that an exclusion zone for the Tom Bass fountain be considered. We also recommend that the plant, which supports the fountain, be modernised to reduce its size and increase operational efficiency.

New comments – to be resolved:

- further design refinement is required to ensure the awnings which mark entrances to public and private spaces are differentiated
- illustrations should be provided to accurately show the Tom Bass and Douglas Annand artworks in their final situation
- Macquarie's public art strategy, including any public art commissions, is to be included in the DA and presented for discussion at the next DRP.

Comments held over – yet to be resolved:

- legibility, accessibility and public character of the through site link is not yet adequately resolved
- further information relating to the intended character and operation of the space which should emphasise public connections
- access to the through site link still seems overly constricted from Castlereagh Street – we strongly recommend further consideration be given to reducing the steepness of the stairway from Castlereagh Street
- clear wayfinding logic to support the legibility of vertical and horizontal circulation between the through site link and the Hunter Street entrance and the levels above and below.

South Tower

In general, we support the approach to the form and massing of the podium and tower on the south site.

Architectural expression

We support the current approach to podium expression which presents a positive outcome for Martin Place. We also support the architecture of the podium as it relates to Castlereagh and Elizabeth Streets.

We note and support the emphasis of the structural elements between the tower and the podium. We support the proposed articulation of the roofline to address sun access to Hyde Park.

Issues arising:

We note proposals to increase the setbacks at the south east and south west corners of the tower to improve architectural expression and urban design outcomes for the block, however these are not supported. In particular, the proposal for windows on the southern façade should not be pursued.

We strongly recommend resolution of this façade in relation to the elevation as a whole, considering views from both Castlereagh and Elizabeth Streets.

New comments – to be resolved:

- amelioration of the negative impacts of the tall southern wall through articulation and texturing of this façade is to be included in the DA and

presented for discussion at the next DRP.

Comments held over – yet to be resolved:

- we request tower floorplans be provided to understand building setbacks above the podium.

Wayfinding and activation

We note and support the articulation of the ground plane and Metro station entry which achieves a positive contribution to the street.

We acknowledge attempts to activate the frontages to Castlereagh Street and Martin Place through retail uses, however we are concerned that retail fit was presented rather than an overall strategy for activation.

Issues arising:

The internal scale of the Metro station entrance requires further resolution, including heights from ground to mezzanine and mezzanine to ceiling, the pitch of the stair to Elizabeth Street and the depth of beams.

While the proposed food and beverage uses are adequately accommodated and serviced, a significant level of transparency is needed through these spaces to provide visual access to the Metro station facilities. We also note that the retail fronting Martin Place appears low in height, again impeding views into the Metro station.

New comments – to be resolved:

- further design refinement is required to improve the internal scale of the Metro station entrance
- retail activation strategy to be determined to inform the design of retail spaces and their relationship to the public realm and Metro station
- wayfinding strategy and signage to be included in the DA and presented for discussion at the next DRP
- dimensioned sectional drawings to be provided.

Next OSD DRP session

We request that the Stage 2 DA drawings be provided to the panel for review. We anticipate that the next review session should address the issues outlined above as part of detailed design development.

Please ensure that a pre-briefing package, which includes all presentation materials, is made available to all panel members three days prior to the next meeting.

Sincerely,



Peter Poulet
Government Architect, NSW
Chair, Martin Place OSD DRP

CC

Panel members - Yvonne von Hartel, John Choi, Bob Nation, Graham Jahn

Macquarie - Murray Coleman, Anthony Henry, Phil Ransom

Savills - Stephanie Ballango

JPW - Paul van Ratingen

Grimshaw – Paul Byrne

Tzannes – Alec Tzannes

Ethos – Julie Bindon

Transport – Todd Murphy, Sue Heartsch

DPE - Annie Leung

Government Architect
New South Wales
L24, 320 Pitt Street
Sydney NSW 2000
GPO Box 39
Sydney NSW 2001

government.architect
@planning.nsw.gov.au
T +61 (02)9860 1464

governmentarchitect.nsw.gov.au



Appendix 3

OSD DRP presentations